

## AMENDMENTS TO THE CLAIMS

1. (Previously Presented) An anti-skid spike (1) which is insertable into an embedding opening in a tread surface (50), having an insertion element (30) made of a hard alloy and a base body (10) with a flange (13) and a recess (14), wherein the insertion element (30) when inserted into the base body (10) protrudes past the base body (10), the anti-skid spike (1) comprising:

the base body (10) forming a receiver section (11) extending at least partially around the recess (14) in the base body (10), and

a sleeve element (20) applied on the receiver section (11) which fixes the insertion element (30) inserted into the recess (14) of the base body (10) in at least one of a positive manner and a non-positive manner.

2. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein in an assembled state the insertion element (30) projects past the sleeve element (20).

3. (Previously Presented) The anti-skid spike (1) in accordance with claim 2, wherein the insertion element (30) has a cone-shaped section (33)

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which, in the assembled state, engages the corresponding recess (14) in the base body (10), and one of a positive connection and a non-positive connection between the sleeve element (20) and the receiver section (11) of the base body (10) is formed.

4. (Previously Presented) The anti-skid spike (1) in accordance with claim 3, wherein the sleeve element (20) is of a material of a lesser wear resistance relative to the insertion element (30).

5. (Previously Presented) The anti-skid spike (1) in accordance with claim 4, wherein the base body (10) is of a material which is less wear-resistant than the insertion element (30) and the sleeve element (20).

6. (Previously Presented) The anti-skid spike (1) in accordance with claim 5, wherein the sleeve element (20) forms a closed ring resting on an entire surface of the receiver section (11) of the base body (10), as one of a ring partially resting in segments and a clamping sleeve formed as a slit ring.

7. (Previously Presented) The anti-skid spike (1) in accordance with claim 6, wherein the sleeve element (20) has a bezel (21, 22) at least at one end on a longitudinal side which at least partially encircles.

8. (Previously Presented) The anti-skid spike (1) in accordance with claim 6, wherein the sleeve element (20) is rotationally symmetrical.

9. (Previously Presented) The anti-skid spike (1) in accordance with claim 8, wherein a flange (13) is formed on the base body (10), and a diameter of the sleeve element (20) is greater than a second diameter of the flange (13) of the base body (10).

10. (Previously Presented) The anti-skid spike (1) in accordance with claim 9, wherein the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) are cylindrical.

11. (Previously Presented) The anti-skid spike (1) in accordance with claim 9, wherein the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) form a truncated cone.

12. (Previously Presented) The anti-skid spike (1) in accordance with claim 9, wherein the receiver section (11) of the base body (10) is cylindrical, and a corresponding passage (23) of the sleeve element (20) has a form of a truncated cone.

13. (Previously Presented) The anti-skid spike (1) in accordance with claim 9, wherein the receiver section (11) of the base body (10) has a first section (17) in a shape of a truncated cone and a following cylindrical second section (18), the passage (23) in the sleeve element (20) has an area which corresponds to the first section (17) of the receiver section (11), which is followed by a conically widened expansion depression (25).

14. (Previously Presented) The anti-skid spike (1) in accordance with claim 13, wherein a detent (12) is formed as a protrusion between the receiver section (11) and the flange (13) of the base body (10).

15. (Previously Presented) The anti-skid spike (1) in accordance with claim 14, wherein the receiver section (11) of the base body (10) has a snap-in

element (15), which in the assembled state engages a snap-in receiver (24) of the sleeve element (20).

16. (Previously Presented) The anti-skid spike (1) in accordance with claim 15, wherein the receiver section (11) of the base body (10) has a snap-in element (15) and at least one slit-shaped recess (16) in a longitudinal direction of the receiver section (11), and in the assembled state the snap-in element (15) engages a snap-in receiver (24) of the sleeve element (20).

17. (Previously Presented) The anti-skid spike (1) in accordance with claim 16, wherein the sleeve element (20) is a multi-part element, and has at least one further ring sleeve element (40).

18. (Previously Presented) The anti-skid spike (1) in accordance with claim 17, wherein at least one of the sleeve element (20) has a radially outward protruding flange (26) and the base body (10) has at least one further flange (13).

19. (Previously Presented) The anti-skid spike (1) in accordance with claim 18, wherein in the assembled state the insertion element (30) is set back

with respect to the sleeve element (20), and the sleeve element (20) protrudes beyond the tread surface (50).

20. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the insertion element (30) has a cone-shaped section (33) which, in an assembled state, engages the corresponding recess (14) in the base body (10), and one of a positive connection and a non-positive connection between the sleeve element (20) and the receiver section (11) of the base body (10) is formed.

21. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) is of a material of a lesser wear resistance relative to the insertion element (30).

22. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the base body (10) is of a material which is less wear-resistant than the insertion element (30) and the sleeve element (20).

23. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) forms a closed ring resting on an entire

surface of the receiver section (11) of the base body (10), as one of a ring partially resting in segments and a clamping sleeve formed as a slit ring.

24. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) has a bezel (21, 22) at least at one end on a longitudinal side which at least partially encircles.

25. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) is rotationally symmetrical.

26. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein a flange (13) is formed on the base body (10), and a diameter of the sleeve element (20) is greater than a second diameter of the flange (13) of the base body (10).

27. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) are cylindrical.

28. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) form a truncated cone.

29. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) is cylindrical, and a corresponding passage (23) of the sleeve element (20) has a form of a truncated cone.

30. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) has a first section (17) in a shape of a truncated cone and a following cylindrical second section (18), the passage (23) in the sleeve element (20) has an area which corresponds to the first section (17) of the receiver section (11), which is followed by a conically widened expansion depression (25).

31. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein a detent (12) is formed as a protrusion between the receiver section (11) and the flange (13) of the base body (10).



32. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) has a snap-in element (15), which in an assembled state engages a snap-in receiver (24) of the sleeve element (20).

33. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) has a snap-in element (15) and at least one slit-shaped recess (16) in a longitudinal direction of the receiver section (11), and in an assembled state the snap-in element (15) engages a snap-in receiver (24) of the sleeve element (20).

34. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) is a multi-part element, and has at least one further ring sleeve element (40).

35. (Previously Presented) The anti-skid spike (1) in accordance with claim 1, wherein at least one of the sleeve element (20) has a radially outward protruding flange (26) and the base body (10) has at least one further flange (13).

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36. (Canceled)

37. (New)        The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) comprises a passage (23) therethrough, wherein at least a portion of one of the receiver section (11) or the passage (23) comprises a cylindrical shape.